# GEOGRAPHIC NEWS BULLETINS

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**AGAIN THE EYES OF EUROPE ARE ON THE RHINE**

**The picturesque ruin of Ehrenfels castle, above Bingen, gives no hint of the troubled status of the historic waterway since Germany has decided to rearm (see Bulletin No. 1).**

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## Rhineland Again a Question Mark

GERMANY'S new military program, which defies the Versailles Treaty, renews the old problem of Rhineland fortification, and again brings into the news a fertile valley which has so often been an economic and political frontier.

According to the terms of the treaty Germany was allowed to retain the left bank of the Rhine providing it was completely demilitarized. Military occupations of this zone (from 1918 to 1930) by American, French, and British forces insured Germany's fulfillment of her agreement.

The Rhine has always played an important part in European politics. A glance at the map shows many of the most famous Rhine towns standing on the left bank of the river. This is because the Rhine was once a frontier of Roman civilization, and it was on the west side that Roman strongholds were established. To-day, starting near its source, the river marks the boundary first between Switzerland and Liechtenstein, then Switzerland and Austria, Switzerland and Germany, and finally Germany and France.

### Navigable for 350 Miles

Flowing from south to north, the Rhine is one of Europe's chief waterways (see illustration, next page). With its numerous tributaries it drains one of the most densely populated regions of Europe, a country rich in minerals and intensively cultivated. It reaches the North Sea coast opposite London, thus connecting with British shipping, and forming a natural outlet for Germany, Belgium, and Holland.

Canals join the Rhine from the Rhône, the Marne, and the Danube. It is navigable without interruption from Basle to the sea, a distance of 350 miles. Ocean-going steamers can ascend as far as Cologne, where cargoes are transferred to river boats, but only small craft can navigate the upper Rhine above Spires.

Since the Versailles Treaty the Rhine has become an international waterway open to ships of all nations.

Although it rises in the Swiss Alps and enters the North Sea through Dutch territory, to the Germans the Rhine is their national river. It is firmly woven into their history, their art, their music, and their literature. A boat trip down this stream is a journey through Germany's past as well as her present.

### Rhine Gorge Rich in Legends

The Rhine enters the Rift Valley at Basle, flowing north between the ranges of the Vosges and the Black Forest. At Mainz, where the Main enters the Rhine, the slopes of the Taunus hills turn the river westward until it reaches Bingen. Between Bingen and Bonn it winds through the narrow Rhine Gorge beneath high cliffs adorned with ancient castles or steeply terraced vineyards (see illustration, page 1).

There are legends everywhere. Siegfried slew his dragon on the rocky Drachenfels. There is the frowning cliff where the Lorelei combed her golden hair and lured sailors to destruction on the rocks below. Deep in the river beneath this cliff the Nibelungen gold was buried. On a little island at Bingen stands the "Mouse Tower" where the wicked Bishop Hatto was devoured by rats, it is said, after he had refused to open his granaries to the starving villagers.

Halfway between Bingen and Bonn the gorge is broken by the entrance of the



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*Photograph from Citroën Central African Expedition*

**CONGO FISH TRAPS SEEM CRUDE AND INSECURE, BUT THEY CATCH FISH**

**This primitive weir near Stanley Falls is operated by natives of Stanleyville. Navigation above this point is interrupted by the seven cataracts that form Stanley Falls. These cataracts, strung along the river for 60 miles, mark the boundary between the upper and the lower Congo (see Bulletin No. 2).**

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## The Congo, Belgium's Storehouse of Riches

NEWS dispatches, reporting the tragic death of six men and a woman in an airplane crash in the Congo jungle, recently drew attention to this huge colonial outpost of Belgium in the heart of Africa. Although the plane was reported "lost" in a vast wilderness, only a short time elapsed before it was found, indicating that even the once primitive western borderland near the Congo River is not as far removed from the influences of civilization as it was only a few years ago.

Many places in the Congo where only the bellow of the elephant, the thrashing of the hippopotamus and crocodile, and the shriek of the chimpanzee disturbed aborigines, now echo to the blasts of steamboat and locomotive whistles, the drone of automobile and airplane motors, and the buzz of machinery in palm oil factories.

The half century since the inspiring explorations of Livingstone and Stanley has witnessed tremendous strides in the march of Congo progress.

### Ninety Times as Large as Belgium

The new King of Belgium, Leopold III, rules the colony, annexed by his grand-uncle in 1908. Having visited there twice as a prince, he is familiar with, and vitally interested in, its economic and commercial problems. Nearly ninety times as large as the mother country, and a third as large as the United States, Belgian Congo is populated by approximately 18,000 white men and more than 9,000,000 natives.

Perhaps the greatest stumbling block to progress has been the climate. The temperature, remaining always close to 80 degrees, is accompanied by extreme humidity. As you read this, Belgian Congo prepares for one of its two seasons of heaviest rainfall. The other is in October, when the sun again moves across the equator. But in spite of climatic hazards, the tramp-tramp-tramp of Western progress has surged forward.

The dark cloud of depression that has hung over the world showed at least one silver lining as it passed over the Congo. During prosperous days, the development of agriculture was sidetracked in favor of mining. With the advent of economic distress, the government has been encouraged by a "return to the soil" movement that has seen cotton, coffee, and rice pass from experimental to staple production.

Palm growing is an important industry. Its nut-oil and kernel products are a dependable source of income—the United States being the best customer.

### Copper, Diamonds, Gold, Radium and Tin

Two-thirds of the colony's wealth is in minerals, copper being the most important. More than 3,990,000 carats of diamonds were mined in 1932. Gold, radium, and tin also rank high as revenue sources, but Congo coal is inferior, being almost worthless for industrial uses.

Despite the recent unstable condition of world markets, it is an interesting fact that dealers in American-made automobiles found business quite good in the Belgian Congo. Belgium has continued a policy of building good roads into remote districts of its African colony. Some 24,093 miles of highway have been graded, supplementing 2,780 miles of railroad.

The great trade artery of the colony, however, is the Congo River. Ninety-five miles above its mouth at Matadi several rapids halt steamers. A railroad line



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Moselle from the west and the Lahn from the east. Coblenz is built on a triangle of land between the Moselle and the Rhine. The Romans called it Confluentes. During the occupation of the Rhineland by the Allies after the World War it was headquarters for the American division. On a rocky precipice across the Rhine is the old fortress of Ehrenbreitstein, an important stronghold since medieval days.

### Busy Ports and Homes of the Great

Bonn is famous as Beethoven's birthplace, and as the seat of an ancient university. Beyond Bonn the Rhine swings north and then west through a wide plain. Cologne (Köln), third city of Germany, is a busy port, trading in grain, wine, ores, coal, and timber. Above a sea of city roofs soar the twin spires of the Cologne Cathedral, each nearly as tall as the Washington Monument.

Industry and commerce crowd out natural beauty along the lower Rhine. Düsseldorf is an important manufacturing town, noisy with factories and great steel and iron works. It is particularly noted for its dyeing industries, and also as the birthplace of Heinrich Heine. Duisburg, at the point where the Ruhr joins the Rhine, is one of the most extensive river ports in the world. It is a chief center of the German steel industry, and commercial gateway for the coal and iron shipped out of the Ruhr. Incidentally it was once the home of Mercator, the great map maker.

Coal smoke and machinery have failed to destroy the legends of the past. Siegfried was supposedly born at Xanten, near the Netherlands border, and at Cleves, Lohengrin, the knight of Wagner's opera, rescued the beautiful Elsa.

Note: See also "Freiburg—Gateway to the Black Forest," *National Geographic Magazine*," August, 1933; "Flying the World," June, 1932; "Renascent Germany," December, 1928; "Rediscovering the Rhine," July, 1925; "The Story of the Ruhr," May, 1922; and "The Geography of Our Foreign Trade," January, 1922.

**Bulletin No. 1, April 8, 1935.**

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**THE SWIFT RHINE TAKES ANOTHER VICTIM**

**Although it is one of Europe's most important arteries of trade and commerce, the Rhine is a rapidly-flowing stream that calls for much skill and daring from ship captains. Millions of tons of freight are transported safely each year, however, in such boats as that shown above, which somewhat resembles the old "whalebacks" of the Great Lakes.**

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## Art Exhibit Reveals Asiatic Lands and Peoples

THE first American showing of a notable collection of paintings and chalk drawings made by Alexandre Iacovleff, French artist, during the first motor crossing of Asia, is being held in Explorers' Hall at the headquarters of the National Geographic Society, Washington, D. C.

With brush and crayon M. Iacovleff has drawn a saga of oriental life. Here are the incidents and people of everyday existence in Asia, what they eat, what they wear, where they live, and even what they think. These men and women, caught in natural poses, are individuals, not types. There is character in every line of their faces. Each portrait reveals an attitude toward life.

Whirling Afghan dancers, turbaned Kurds of Iraq, and aristocratic lamas of Mongolia, their faces calm with the wisdom of the East. There are women, too—a princess of Sinkiang, dressed in cobalt blue and wearing a crown as she received the artist in a felt yurt (tent) at Urumchi (see illustration, next page); high caste ladies of French Indo-China; a witch of Annam.

### Polo on the Roof of the World

A large canvas in tempera (paint mixed with white of egg according to a secret 14th century formula) lifts one to the "top of the world" where a wild polo game is played beneath the shadows of towering peaks in the Karakoram Range. In another, bare, rocky heights fill the foreground, and beyond, high above where only clouds should be, is the snow crest of Rakaposhi, 25,000-foot Himalayan giant. Or it is a zero night on the Gobi, with the Expedition leaders huddled around a tiny camp fire that lights only their tired faces. Contrasting with these are warm interiors; a family group inside a Kirghiz yurt, firelight on red and blue robes, a lama of Inner Mongolia receiving his visitors in the courteous manner dictated by ancient traditions.

One of M. Iacovleff's favorite drawings depicts Georges-Marie Haardt, leader of the Citroën-Haardt Trans-Asiatic Expedition, whose death at Hong Kong in 1932 ended the career of the most famous motor explorer of all time. Another sketch shows Dr. Maynard Owen Williams, representative of the National Geographic Society with the Expedition, taking photographs in Inner Mongolia.

Day and night the artist worked, undaunted by zero weather, fierce sand storms, and the endless hardships which the Expedition faced. The crayons he drew from life; the paintings were finished later from notes and sketches made in 1931 and 1932 during the year's journey from Syria to China and Indo-China.

### Traveled from Syria to the Yellow Sea

Haardt and his men crossed the Syrian Desert; climbed to the plateau of Iran (Persia); traversed little-known Afghanistan from Herat to Kabul; entered the summer heat of India through Kipling's Khyber Pass; saw floods menace them "beside the Shalimar"; won an altitude record for cars on the snow-covered Burzil; deserted their motors at Gilgit to cross the "roof of the world" on horseback and yak; and then reunited near Urumchi with a Chinese division of the Expedition which had traveled westward from Peiping. Then the combined Expedition traversed the Gobi and Inner Mongolia in the dead of winter and finally reached Peiping.



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links Matadi with Leopoldville, the capital, busy doorway to the interior. Here again the Congo becomes navigable for 1,068 miles to Coquilhatville, Stanleyville, and Stanley Falls.

Above Stanley Falls the Congo becomes the Lualaba River, navigable for 585 miles, bending toward the southeastern town of Katanga via Ponthierville, Kindu, Kongolo, and Kabalo. Many of these important villages, as well as Bandundu, Port Francquil, Luebo, Boma—at the mouth of the Congo, Inongo, Basankusu, Lisala, and Basoko are served by air routes. The southern part of Belgian Congo is linked by railway with the Union of South Africa and the Portuguese colony of Angola.

The present colonial government encourages all efforts to educate its native subjects. The burden of instruction is carried mainly by missionary workers, both Catholic and Protestant. Government subsidies have been granted, in some instances, in order that their work might proceed. French is taught as soon as native pupils are able to learn the language. Instruction in agriculture, carpentry, and metal working is offered in several schools.

Note: Additional material about the Belgian Congo and pictures of jungle life will be found in "Nature's Most Amazing Mammal," *National Geographic Magazine*, June, 1934; "Through the Deserts and Jungles of Africa by Motor," June, 1926; "Cairo to Cape Town, Overland," February, 1925; "Geography and Some Explorers," March, 1924; "Transporting a Navy Through the Jungles of Africa," October, 1922; and "Curious and Characteristic Customs of Central African Tribes," September, 1919.

**Bulletin No. 2, April 8, 1935.**

*Photograph from Citroën Central African Expedition*

**A CONGO CHIEFTAIN POSES FOR HIS PORTRAIT**

**Alexandre Iacovleff, artist of the Citroën Central African Expedition, is busy sketching during a halt at Stanleyville. In the foreground is one of the tractor cars that made the 15,000-mile trip from Algeria to Madagascar. M. Iacovleff later accompanied the Citroën-Haardt Trans-Asiatic Expedition (see also Bulletin No. 3).**

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## When Rivers Misbehave

RECENT floods on the St. Francis and the Black Rivers drove thousands of families from their homes in Missouri and Arkansas. Broken dams and levees, swirling waters dotted with tree tops and the roofs of drowned houses, repeat a familiar tragedy in the Mississippi Valley.

Through the centuries, rivers have altered history and changed the surface of the earth. In Babylonia kingdoms fell with floods and the famines that followed. The Mongols, cutting the Tigris levees, conquered Baghdad. In China more men drown than die in battle. The Hwang Ho (Yellow River) is nicknamed "China's Sorrow," because of its frequent floods which drown thousands of peasants crowding its low basin.

To dwellers near the peaceful Potomac or the steady Hudson a river is a dependable landmark, flowing in a routine way from source to mouth. Very different is the behavior of more capricious streams.

### Rivers Changeable as Chameleons

The Rio Grande has a bad habit of drying up completely and turning into a path of sand just when water is needed most for irrigation. With only one large tributary, the River Pecos, it tries to flow from the Rocky Mountains over 2,000 miles to the sea across open valleys and arid desert. In winter and spring, melted snows swell this United States boundary stream until in places it leaves its banks; but in summer, in many sections, it evaporates in its sandy bed.

Dwindling is only one of the tricks of the eccentric Rio Grande. Swinging in great curves over low flood plains, it often changes its course, shifting land from Mexico to Texas, or vice versa.

Another perverse river is the changeable Hwang Ho, which has shifted its course through China many times. Its mouth on the Yellow Sea, once south of the Shantung Peninsula, now lies north of that promontory, 250 miles from its former outlet.

Roundabout windings of a river add many miles to its course. Although an airplane trip direct from the source of the Seine to its mouth covers only 250 miles, the river, because of its meanderings, actually traverses 482 miles.

### River Swords Cut Slices Through Land

Broad swingings of a river form wide curves, so-called "oxbow loops." In flood time, a swollen stream will sometimes cut across the neck of one of these loops, and, flowing in a new channel, shorten its course by as much as fifteen miles. Early colonists at Jamestown, Virginia, originally settled on a peninsula jutting out into the James River, but the wandering river finally sliced the site off from the land, converting it into an island.

Rivers erode their banks unevenly. Often one bank remains many times higher than the other. The right bank of the lower Volga is clifflike, while the left bank is low and subject to floods. For this reason, the map shows over thirty towns built on the high right bank and a mere handful on the opposite shore.

Although the sea's deposits on coasts sometimes cause rivers to seek new outlets, many rivers, on the other hand, push coast lines out into the sea, linking islands to the land with sediment.



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Although a Russian by birth, M. Iacovleff has done most of his work under French auspices. Ten years ago he crossed Africa on Haardt's epochal "Black Journey," and returned with a valuable collection of sketches of African chieftains and native warriors of many remote tribes.

Iacovleff's work, published in limited editions, is still little known in America, but under his tutelage young American artists at the Boston Museum are adding a new touch to contemporary art.

Preeminent for his character studies in French chalk, Iacovleff possesses a deep understanding of human nature and an invincible sense of humor. Vigorous line and vivid color distinguish his work. He is equally successful as caricaturist and interior decorator, and his style has influenced millinery, jewelry, and Parisian revues.

Note: For illustrated accounts of M. Iacovleff's journeys through Africa and Asia see "From the Mediterranean to the Yellow Sea by Motor," *National Geographic Magazine*, November, 1932; "First Over the Roof of the World by Motor," March, 1932; "Citroën Trans-Asiatic Expedition Reaches Kashmir," October, 1931; "Trans-Asiatic Expedition Starts," June, 1931; and "Through the Deserts and Jungles of Africa by Motor," June, 1926.

**Bulletin No. 3, April 8, 1935.**

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**A MONGOL PRINCESS WHO SPEAKS FRENCH AND ENGLISH**

**One of the most striking of the 26 paintings and 34 drawings of Asiatic lands and peoples by Alexandre Iacovleff, artist of the Citroën-Haardt Trans-Asiatic Expedition, is that of this pretty tribal leader of Urumchi, Sinkiang (Chinese Turkistan). The original drawing, now on exhibition at the Washington, D. C. headquarters of the National Geographic Society, shows the Princess in a vivid blue gown and a black and gold crown.**

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## England Saves Wordsworth's Daffodil Fields

THE "National Trust" (an English society founded in 1895 for the preservation of historic and scenic places) has purchased a bit of rocky hillside below Rydal Mount, in the English Lake District. It is Dora's Field, the gift of Wordsworth to his daughter, and had been chosen as the route for a new motor highway. Now road-builders cannot mar the poet's wooded hill, where every spring brings:

"A host of golden daffodils,
Beside the lake, beneath the trees,
Fluttering and dancing in the breeze."

The English Lake District fills very little space on a map of the British Isles. Its 700 square miles are hidden away in the northwest corner of England, where the counties of Cumberland, Westmoreland, and Lancashire meet. There, in an area much smaller than the State of Rhode Island, is all the wild grandeur and varied beauty of a Switzerland.

It is a Switzerland in miniature, to be sure. Only four peaks are over 3,000 feet, and Windermere, the largest lake, is only 10 miles long.

### Hillsides of Heather and Bracken

Yet so perfect are the proportions, so narrow the valleys, and so steep the cliffs, that one gains an impression of Alpine majesty. Instead of glaciers and snow fields there are the ever-changing colors of heather and bracken—purple and green in the summer sun, and soft, rich browns through autumn mists.

Lake Country weather is as moody and capricious as its scenery. Racing clouds fill the bluest sky without warning, and sudden sheets of rain shut out the mountains. Or there may be fine, soft mists that made the rugged peaks, with their white threads of waterfalls, look wilder and more inaccessible than ever.

In one form or another there is sure to be rain. A succession of four clear days is a "drought" in Cumberland! In fact the town of Seathwaite, fairly in the center of the Lake District, has the greatest annual rainfall in all the British Isles—an average of 154 inches a year.

The "National Trust," which acts as trustee of national properties and owns large tracts in the Lake District, has recently purchased three lakes—Buttermere, Crummock Water, and Loweswater. They are strung along a valley in the western part of the district.

Buttermere, the most southerly, is rather stern and forbidding. The mountains which surround it fall abruptly to the water's edge along the western shore, rough peaks with rough names—High Crag, High Stile, and Red Pike. Down the side of Red Pike and into the lake rushes Sour Milk Gill.

### "Gills, Forces, Pikes and Fells"

The Lake District has a geographical vocabulary all its own. A "gill" is a mountain stream, a "force" a waterfall, "pike" is peak, and "fell" a mountain. Following Park Beck (another word for stream) north from Buttermere brings one to Crummock Water. Here the protecting fells are less wild and rugged, and the lake is larger.

Down a ravine near the southern shore plunges Scale Force, one of the finest waterfalls in the District, with an unbroken drop of 100 feet. Farther west and north is Loweswater, the smallest and least interesting of the three. Not far from Loweswater is Cockermouth where William Wordsworth was born.

Except for three years, Wordsworth's whole life was spent near his beloved lakes. His presence pervades the country as the country pervades his poetry. There is Hawkshead, where he went to school; Dove Cottage, at Grasmere, where he lived until his family outgrew it (see illustration, next page); Rydal Mount on peaceful Rydal Water, and the Grasmere churchyard where he and his wife are buried.

### Other Writers of the Lake District

Probably no other bit of countryside is so crowded with literary associations. The poets who did not live there visited their friends who did. Coleridge and Southey are the first one thinks of. The two lived together at Greta Hall, near Keswick, and when Coleridge left, his family stayed on with Southey who continued to support them for many years.

When Wordsworth moved out of Dove Cottage, Thomas De Quincey, author of the "Confessions of an English Opium Eater," moved in. Gray, Shelley, Scott, Keats, Tennyson, and



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A stream eccentric in its flow is the Garonne, a river of southwestern France, formed by two torrents. One of them rises like any other river, flows along normally like an ordinary stream, and then drops mysteriously into the earth to flow underground for two and a half miles before emerging. Kentucky's Mammoth Cave and Virginia's Natural Bridge are thought to be the result of like subterranean tunneling. In Greece, rivers quite commonly disappear into caverns and reappear miles distant. Collapse of the roof of one of these caverns causes the formation of a sink hole, or pond with no visible outlet. Many sink holes are found in Kansas and northern Indiana.

Tidal rivers possess interesting phenomena in tidal waves, or "bores," which sweep in from the sea. As these waves ascend the narrowing channel of a river, they form a steep wall of water, towering many feet high. The Wye and the Severn in England, and the Seine in France, have small bores. The Hangchow bore on the Tsientang River, China, is one of the most famous of the river bores.

Vegetation sometimes accounts for the strange appearance of rivers. The Rio Negro (Black River), a tributary of the Uruguay River, is so called because decaying sarsparilla roots, lining its banks, discolor its waters.

Note: The following articles contain illustrated material on the geography of rivers: "A Patriotic Pilgrimage to Eastern National Parks," *National Geographic Magazine*, June, 1934; "To the Home of the Cock-of-the-Rock," November, 1933; "Raft Life on the Hwang Ho," June, 1932; "Trailing History Down the Big Muddy," July, 1928; "The Great Mississippi Flood of 1927," September, 1927; "Ho for the Soochow Ho," June, 1927; "Through the Great River Trenches of Asia," August, 1926; "Pirate Rivers and Their Prizes," July, 1926; "The Land of Egypt," March, 1926; and "When the Father of Waters Goes on a Rampage," April, 1920.

**Bulletin No. 4, April 8, 1935.**

*Photograph by Barnett*

**AN UNDERGROUND RIVER REACHES DAYLIGHT**

**Water carved the limestone bed of this stream gushing forth from Donaldson Cave, Mitchell, Indiana. Penetrating the ledges, rainfall erodes the rock and breaks it apart by expansion when the water freezes. Underground action explains the mystery of many "lost rivers."**

Matthew Arnold all visited the region and wrote about it. Slowly the fame of that quiet corner of England spread around the world.

Tourists had frequented the lakes long before Wordsworth's birth, but after his death their numbers increased yearly. Ruskin gloomily predicted that they would soon have a cog railway up Scawfell, another up Helvellyn, and another up Skiddaw, with a connecting line all around. Ruskin spent the last half of his life at Brantwood on Coniston Water and he did not want his privacy invaded. Luckily the "National Trust" secured control of sufficient land to protect the country from promoters.

## Peak-Bagging a Favorite Amusement

Rock climbing is the chief sport of the District, and draw crowds of hardy mountaineers each year. Another energetic little amusement is peak-bagging—the idea being to climb the four highest peaks within 24 hours, including the trek on foot from mountain to mountain. In the winter there is skating on the higher tarns (mountain ponds), and often skiing on the slopes of Helvellyn. Bowling is the village favorite, and every hamlet has its close-clipped green.

The quiet country life has been little changed by tourist hordes and ghosts of the great. Farming is carried on much as it was in Wordsworth's day. Black-faced sheep still roam the fells and unfenced common grazing grounds. According to long established custom a flock of sheep is considered the fixed property of a farm. A tenant rents the sheep as he does the house and barn. This is because the mountain herds know their own territory, and do not stray off that beat, though no fences confine them.

Note: Students interested in the geographical background of English literature should also consult: "Summering in an English Cottage," *National Geographic Magazine*, April, 1935; "England's Sun Trap Isle of Wight," January, 1935; "Vagabonding in England," March, 1934; "Beauties of the Severn Valley," April, 1933; "Between the Heather and the North Sea," February, 1933; "Some Forgotten Corners of London," February, 1932; "Visits to the Old Inns of England," March, 1931; "Oxford, Mother of Anglo-Saxon Learning," November, 1929; "Down Devon Lanes," "Through the English Lake District Afoot and Awheel," and "A Tour in the English Fenland," May, 1929; "Vacation in a Fifteenth Century English Manor House," May, 1928; "London from a Bus Top," May, 1926; and "Char-à-Bancs in Cornwall," December, 1924.

**Bulletin No. 5, April 8, 1935.**

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**"TO THE DAFFODILS" WAS WRITTEN AT DOVE COTTAGE**

**Beside the Old Wishing Gate Road, in Grasmere, Wordsworth lived with his sister Dorothy, and later with his wife, Mary Hutchinson. Here he entertained Sir Walter Scott, and wrote the "Ode on the Intimations of Immortality."**

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